

National Canners Association

WASHINGTON, D. C.

Information
Letter



For N. C. A.
Members

Membership Letter No. 12.

April 28, 1923.

Funeral of Mr. William C. Leitsch.

The funeral of Mr. William C. Leitsch, former president of the National Canners Association, was held at his home, Columbus, Wis., Saturday afternoon, April 21. Six former presidents of the National Canners Association acted as pall-bearers. They were Messrs. Frank Gerber, Fremont, Mich.; L.A. Sears, Warrensburg, Ill.; W.R. Roach, Grand Rapids, Mich.; Charles S. Crary, Streator, Ill.; James Moore, Rochester, N.Y.; and George G. Bailey, Rome, N.Y.

In addition to the ex-presidents, there were many canners present from different parts of Wisconsin and other nearby States. The funeral was very largely attended by the neighbors and citizens of Columbus.

The services were most impressive. Mr. James Moore spoke for the National Canners Association, paying Mr. Leitsch a deserved tribute in a manner entirely creditable to the organization and himself. After the interment, Mrs. Leitsch asked for an interview with the former presidents who personally expressed to her their sympathy.

N.C.A. Meetings at Baltimore to Be Well Attended.

There is every indication of an excellent attendance at the meetings of the Tomato, Corn, and Pea Sections of the National Canners Association at Baltimore, Friday, May 4. Sessions are to be held in conjunction with the Tri-State Canners meeting, which convenes the day before at the Southern Hotel. All canners are invited to the section meetings, regardless of membership in the National Association. They are to be open meetings to discuss what may be done to increase the consumer demand for canned products.

Vice President George E. Diament, Chairman of the Tomato Section, will preside at the tomato meeting, which will be held at 10 a.m., Friday morning, and Vice President Joseph N. Shriver, Chairman of the Corn Section, will preside at the combined meeting of the Corn and Pea Sections, to be held at 1.30 p.m.

No Definite Rules As to Federal Loans on Canned Foods.

In answer to the question as to whether the Government could make loans on canned foods as collateral, it was said at the Farm Loan Bureau that the Agricultural Credits Act was a new venture, and of course the highest ambition of those in charge of its administration was to render the maximum service. Every institution availing itself of the opportunities provided in this important piece of legislation could aid materially in the substantial development of the Act by contributing at all times sane advice and sound paper.



The tentative rules and regulations promulgated by the Farm Loan Bureau for the purpose of paper and making of loans by the Federal Intermediate credit banks define staple agricultural products to mean grain, cotton, wool, tobacco, and peanuts.

It was said no definite rules and regulations had been promulgated relating to canned foods, but this situation would be met when it was brought up by any eligible organization.

Coding of Cans Endorsed.

A general meeting of the Association of Pacific Fisheries was held at Seattle on April 16. The meeting unanimously passed a resolution endorsing the coding of cans and the appointment of a committee consisting of F.C. Johnstone, Frank M Warren, and W.E. Gould to make recommendations on a practical method of carrying out this constructive movement for the salmon industry, and within the next few days a bulletin will be issued by the Fisheries Association outlining the findings of the committee.

Raw Products Research Expert Returns from Long Trip.

C.G. Woodbury, Director of the Bureau of Raw Products Research of the National Canners Association, has returned to Washington from an extended trip to the Pacific Coast and Hawaii.

Mr. Woodbury met with the Northwest Canners Association at Portland, Ore., and discussed with the canners present a number of projects for improvement of canners' crops in the Northwest. A Raw Products Committee was appointed to work with the Raw Products Bureau of the National Canners Association in developing more active co-operation on improvement of canners' crops with the Agricultural Experiment Stations of Oregon and Washington.

The agricultural research work of the college at Corvallis was gone over in conference with the Director of the Experiment Station and his associates; while field visits with the canners resulted in outlining the lines of work which will be most helpful to both canners and growers in the Northwest.

A meeting was held with the Utah Canners Association, after conference with the Utah Agricultural College at Logan. The Raw Products Research Bureau, at the request of the Utah canners, is drawing up a plan for canning crop improvement work which the Utah Association, through its recently appointed Raw Products Committee, will present to the Agricultural College.

Mr. Woodbury was one of the principal speakers at Honolulu at the University of Hawaii's annual short course in pineapple production and canning. Pineapple men were assembled from all the nearby islands and the course was held under the auspices of the University and the Association of Hawaiian Pineapple Growers.



Great Northern Sets Itself Right.

The Great Northern Railway, on its January and February time-tables, page 47, made the following statement:

"We dislike the association of tin cans and do not employ them. Soups and sauces fresh, made on the car and made right."

This matter was first called to our attention by Dr. Geiger, of the United States Public Health Service. In response to our letter, we had quite an apology from the railroad for permitting such an expression to creep into its literature, and they gave us every assurance that the pamphlets would be withdrawn from circulation and such references to canned foods omitted in any future literature.

We have had many letters from individuals and organizations all over the country, giving us copies of the letters they wrote the Great Northern on this matter.

Constructive Transportation Program for 1923.

In the program of the railroads to provide adequate transportation service in 1923, the American Railway Association recommends, among other things, "that all interested be impressed with the necessity for loading all cars to maximum capacity in an effort to bring the average loading to thirty tons per car for the entire country; for unloading cars promptly; increasing storage facilities where necessary and practicable, and providing adequate siding capacity to facilitate loading and unloading, thereby increasing the number of available cars."

The Association also recommends "that every possible means be adopted to increase the mileage per car per day to an average of thirty for the entire country, particular attention being given to prompt movement through terminals and yards and to the issuance of embargoes when necessary to prevent congestion."

The railroads have already established and have in active and effective operation a comprehensive organization in the Car Service Division for the central control and distribution of freight cars which, during recent periods of car shortage, has, under difficult conditions, secured to the public the best possible use of available freight equipment. The Car Service Division as a central agency, and through their District Managers, together with the District Shippers Committees, which have been and are being organized, will keep informed of traffic requirements with a view to the equitable and timely distribution and handling of equipment.

"Cooperation of shippers and the public in the past has been most helpful in bringing about heavier loading, prompt unloading, and increased mileage per car, and only by their continued co-operation and their full knowledge of what this means to their own transportation requirements can results be secured in these matters. It will be understood that each individual railroad will co-operate with its own shippers to this end and the Car Service Division will take similar action with national and district associations to bring about the fullest measure of cooperative effort."